

**PUBLIC SAFETY COMMITTEE MEETING
PAYNESVILLE CITY HALL
OCTOBER 28 2014
5:30 P.M.**

***** Quorum is essential, please contact Renee if you can't attend the meeting.*****

AGENDA

- I. CALL TO ORDER
- II. CONSENT AGENDA
 - A. Minutes (page 1)
- III. NEW BUSINESS
- IV. OLD BUSINESS
 - A. Draft Golf Cart Ordinance (page 3) – Paul
 - B. Weather Software (page 12) – Brady
At 5:45 p.m. a demo will be given on Code Red.
 - C. Emergency Operation Plan - Update
- V. INFORMATIONAL
 - A. Next Meeting – Tuesday, November 25, 2014 at 5:30 p.m.
- VI. ADJOURN

Please contact Renee Eckerly at 320-243-3714 ext. 227 or at reneeE@paynesvillemn.com if you can't attend the meeting.

Members: Jeff Thompson, Bob Liestman, Paul Wegner, Mary Matthews, Brady Klingfus, Donnie Mayer, Harry Thielen, Doris Wendlandt & Renee Eckerly.

This agenda has been prepared to provide information regarding an upcoming meeting of the Public Safety Committee. This document does not claim to be complete and is subject to change.

BARRIER FREE: All Public Safety Committee meetings are accessible to the handicapped. Attempts will be made to accommodate any other individual need for special services. Please contact City Hall (320) 243-3714 early, so necessary arrangements can be made.

REQUEST FOR COMMITTEE/COUNCIL ACTION

COMMITTEE/COUNCIL NAME: Public Safety Committee

Committee/Council Meeting Date: October 28, 2014

Agenda Section: Consent Agenda

Originating Department: Administration

Item Number: II - A

ITEM DESCRIPTION: Minutes

Prepared by: Staff

COMMENTS:

Please review the minutes from the May 27, 2014 Public Safety Committee meeting.

ADMINISTRATOR COMMENTS:

COMMITTEE/COUNCIL ACTION:

Motion to approve the minutes from the May 27, 2014 Public Safety Committee meeting.

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**MINUTES
PUBLIC SAFETY COMMITTEE**

MAY 27, 2014

The meeting was called to order by Chairperson, Paul Wegner at 5:30 p.m. Members present were Renee Eckerly, City Administrator; Mary Matthews, Brady Klingfus, Jeff Thompson (6:15 p.m.), Bob Liestman, and Harry Thielen. Doris Wendlandt and Donnie Mayer were absent.

Motion was made by Matthews to approve the minutes from the February 25, 2014 Public Safety Committee meeting. Seconded by Thielen and unanimously carried.

Emergency Management Director, Brady Klingfus was introduced.

GOLF CARTS

Wegner reported on the new Stearns County Ordinance related to golf carts. The speed limit on the roads is 30 mph or less. The City also has to adopt an ordinance and record it with Stearns County. Residents can't go to Stearns County and get a permit for Paynesville. Permits must be displayed on the golf cart. The sample ordinance that was in the agenda packet was from St. Joseph. The Committee discussed permitting the people and the vehicle. The Committee reviewed the sample ordinance and noted that 16 years of age or older is necessary for a permit. A draft ordinance will also be sent to Don Pietsch. Paynesville Township would like to also adopt an ordinance. A draft ordinance will be emailed out prior to the next meeting.

WEATHER MASTER

There was no update on Weather Master.

NEXT MEETING

The next meeting will be held on July 22, 2014 at 5:30 p.m.

There being no further business, the meeting was adjourned at 6:40 p.m.

Jennifer Welling

From: Spooner & Glenz <jen@spoonerglenz.com>
Sent: Tuesday, July 15, 2014 3:26 PM
To: Renee Eckerly
Cc: Jennifer Welling; Paul Wegner
Subject: Special Vehicle Ordinance

Renee:

Just a few quick comments on the ordinance the Chief drafted.

The ordinance I think we would probably want to encaption it as Ordinance No. _____, 2nd Series, and entitle it along the following: An Ordinance of the City of Paynesville, Minnesota, Amending City Code Chapter 8, Section 8.14, Entitled Snowmobiles, Mopeds, Dirtbikes, All Terrain Vehicles, and Other Vehicle Control & Regulation; and by Adopting by Reference City Code Chapter 1, Section 10.99, and City Code Chapter 8, Section 8.99, Which, Among Other Things, Contain Penalty Provisions.

In the substantive portion of the ordinance in Section 1(A), I think the language in the second line there where it says "in conformance with", is a little awkward, and I think it would be simpler to say that the purpose of the chapter is to provide reasonable regulations for the use of special and recreational motor vehicles on public and private property within the City.

In Section 2, A and B, I would suggest modifying slightly. For example I would suggest (A) read as follows: (A) Designated Roadways. Designated roadways are streets, avenues and roadways within the City limits of the City of Paynesville on which permitted operators may operate permitted vehicles which includes all such streets, avenues and roadways, except those identified as prohibited roadways. (B) Prohibited Roadways. Prohibited roadways are Lake Avenue South (County Road 66); Lake Avenue North; all of Business Highway 23, also known as County Road 85; and Railroad Street from James Street to Garfield Avenue.

In both Sections 3 and 4 I would suggest that Paragraph C read as follows: (C) The annual operator's permit fee shall be established and amended from time to time by resolution of the City Council.

Section 5(H)(7) I would suggest that we change that to read as follows: (7) Public Property. On any public property other than designated roadways, including parks and recreation areas, except as the City Code may specifically permit.

Just a general comment on the regulations that are tied to the maximum speed of the vehicles. I just imagine that that is going to be difficult to determine from time to time and I can imagine situations where we might have somewhat homemade vehicles.

I would suggest that Section 10 simply say that any person convicted of violating any provision of City Code Chapter 8, Section 8.14, is guilty of a misdemeanor. From time to time the penalties for misdemeanors are changed and I think if we simply say that they shall be published as a misdemeanor, state law will take care of what the maximum penalties are.

Thank you for the opportunity to review and comment on this ordinance.

William Spooner

ORDINANCE NO. _____

**GOLF CARTS, NEIGHBORHOOD FRIENDLY VEHICLES, ATVS, SNOWMOBILES,
AND OTHER LOW POWERED VEHICLES WITHIN THE CITY OF PAYNESVILLE,
MINNESOTA**

SECTION 1: PURPOSE AND INTENT

- (A) The purpose of this chapter is to provide reasonable regulations for the use of special and recreational motor vehicles on public and, in conformance with private property, in the city.
- (B) This chapter is not intended to allow what the Minnesota Statutes prohibit or to prohibit what the Minnesota Statutes expressly allow.
- (C) It is intended to ensure the public safety and prevent a public nuisance.
- (D) This Chapter adopts the regulatory provisions of Minnesota Statutes, Section 84.81 to 84.929, 169.974, 169.223, 171.01, and 171.02 as amended from time to time

SECTION 2: DEFINITIONS

For the purpose of this ordinance, the following definitions shall apply unless the context clearly indicates or requires a different meaning.

- (A) Designated Roadways: All streets, avenues, and roadways under the jurisdiction of the City of Paynesville not specifically excluded in this section.
- (B) Prohibited Roadways: All streets, avenues, and roadways under the jurisdiction of the City of Paynesville which operation of vehicles under this ordinance are prohibited. This includes Lake Ave S (Co Rd 66) and Lake Ave N, All of Business 23 (Co Rd 85), and Railroad St from James St W to Garfield Ave.
- (C) Operator: The person driving and having physical control over the motorized golf cart, all-terrain vehicle, or mini-truck and being the licensee.
- (D) Owner: Owner means a person, other than a person with a security interest, having a property interest in or title to a vehicle cover in this ordinance and is entitled to the use and possession of the vehicle.
- (E) Motorized Golf Cart: Any passenger conveyance being driven with three or four wheels with three or four low-pressure tires that is limited in engine displacement of less than 800 cubic centimeters and total dry weight less than 800 pounds.
- (F) Mini Truck: As defined in Minn. Stat. § 169.01, subd. 40(a), a motor vehicle that has four wheels; is propelled by an electric motor with a rated power of 7,500 watts or less or an internal combustion engine with a piston displacement capacity of 660 cubic centimeters or less; has a total dry weight of 900 to 2,200 pounds; contains an enclosed cabin and a seat for the vehicle operator; commonly resembles a pickup truck or van, including a cargo area or bed located at the rear of the vehicle; and was not originally manufactured to meet federal motor

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vehicle safety standards required of motor vehicles in the Code of Federal Regulations, title 49, sections 571.101 to 571.404, and successor requirements. A mini-truck does not include: a neighborhood electric vehicle or a medium-speed electric vehicle as defined by § 73.11; or a motor vehicle that meets or exceeds the regulations in the Code of Federal Regulations, title 49, section 571.500, as it may be amended from time to time.

SECTION 3: OPERATOR PERMITS

- (A) No person shall operate a motorized golf cart or mini-truck on streets, alleys or other public property without obtaining an operator's permit as provided herein.
- (B) Every application for an operator's permit shall be made on a form supplied by the City of Paynesville and shall contain all of the following information:
 - (1) The name and address of the applicant.
 - (2) The nature of the applicant's physical handicap, if any.
 - (3) Current driver's license or reason for not having a current license.
 - (4) Other information as the city may require.
- (C) The annual operator's permit fee shall be as set forth in the Paynesville fee schedule which may be amended from time to time.
- (D) Operator's Permits shall be granted for a period of one year and may be renewed annually Jan. 1 to Dec. 31.
- (E) No operator's permit shall be granted or renewed unless the following conditions are met:
 - (1) The applicant must demonstrate that he or she currently holds or has held a valid Minnesota driver's license to operate a mini-truck.
 - (2) The applicant may be required to submit a certificate signed by a physician that the applicant is able to safely operate a motorized golf cart on the roadways designated.
 - (3) The applicant has not had his or her driver's license revoked, suspended, or cancelled as the result of criminal proceedings.
 - (4) The applicant is over the age of 16
 - (5) No prior violations of this ordinance or traffic violations related to the use of a motorized golf cart or mini truck

SECTION 4: VEHICLE PERMITS

- (A) No person shall operate a motorized golf cart or mini-truck on streets, alleys or other public property without obtaining a vehicle permit as provided herein. The vehicle must have a current, valid permit prominently displayed on the front windshield or above the driver's side wheel well.

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- (B) Every application for a vehicle permit shall be made on a form supplied by the City of Paynesville and shall contain all of the following information:
- (1) The name and address of the owner.
 - (2) Model name, make and year and number of the motorized golf cart or mini truck
 - (3) Current driver's license or reason for not having a current license.
 - (4) Current insurance information on the vehicle
 - (5) Other information as the city may require.
- (C) The annual vehicle permit fee shall be as set forth in the Paynesville fee schedule which may be amended from time to time.
- (D) Vehicle permits shall be granted for a period of one year and may be renewed annually Jan. 1 to Dec. 31.
- (E) No vehicle permit shall be granted or renewed unless the following conditions are met:
- (1) The applicant must demonstrate continued/ongoing insurance for the vehicle.
 - (2) The applicant must demonstrate the motorized golf cart or mini truck complies with safety requirements and equipment set forth in this ordinance.
 - (3) No prior violations of this ordinance or traffic violations related to the use of the permitted motorized golf cart or mini truck

SECTION 5: GENERAL PROVISIONS

- (A) Motorized golf carts and mini-trucks are permitted to operate only on designated roadways, not state or federal highways or prohibited roadways as defined above, except to cross at intersections. Vehicles may not be driven down a prohibited road to get to an intersection.
- (B) Motorized golf carts and mini trucks may only be operated on designated roadways from sunrise to sunset. They shall not be operated in inclement weather, except during emergency conditions as provided in the ordinance, or when visibility is impaired by weather, smoke, fog, or other conditions, or at any time when there is insufficient light visibility to clearly see persons and vehicles on the roadway at a distance of 500 feet.
- (C) Motorized golf carts shall display the slow-moving vehicle emblem provided for in Minn. Stat. § 169.045, as it may be amended from time to time, when operated on designated roadways.
- (D) Motorized golf carts and mini-trucks shall be equipped with a rear-view mirror to provide the driver with adequate vision from behind as required by Minn. Stat. § 169.70.
- (E) The operator of a motorized golf cart or mini-truck may cross any street or highway intersecting a designated roadway.

- (F) Every person operating a motorized golf cart a mini-truck under permit on designated roadways has all the rights and duties applicable to the driver of any other vehicle under the provisions of Minn. Stat., ch. 169, as it may be amended from time to time, except when these provisions cannot reasonably be applied to motorized golf carts or mini-trucks and except as otherwise specifically provided in Minn. Stat. § 169.045(7), as it may be amended from time to time.
- (G) The number of occupants on the golf cart, all-terrain vehicle, or mini-truck may not exceed the design occupant load.
- (H) It is unlawful to operate a motorized golf cart or mini truck anywhere in the City of Paynesville, including private property, in any of the following manners:
- (1) At a speed in excess of the posted speed limit
 - (2) Other than single file on a designated roadway
 - (3) Carelessly or Recklessly
 - (4) Towing or pulling any person or object behind the vehicle, unless specifically designed for that purpose
 - (5) On a public sidewalk provided for pedestrian travel
 - (6) On boulevards within any public right of way
 - (7) Public property- on any other public property including parks and recreational areas, except as the City Code may specifically permit.
 - (8) While the operator of a motorized golf cart or mini truck is under the influence of alcohol or drugs.
 - (9) On private property without the property owners permission
- (I) The operator of a motorized golf cart or mini truck shall not possess any open container of alcohol while the vehicle is operating within the City of Paynesville. The operator shall not allow any passenger to possess an open container of alcohol while the vehicle is operating within the City of Paynesville.
- (J) The owner of a permitted motorized golf cart or mini truck shall not allow anyone to operate or drive the vehicle when the operator does not have a valid operator's permit or is under the age of 16. The owner is responsible for all actions of the operator and may be subject to lose of vehicle permit for violations of this ordinance.
- (K) The City Council may suspend or revoke an operator's permit granted hereunder upon a finding that the holder thereof has violated any of the provisions of this section or Minn. Stat., ch. 169, as it may be amended from time to time, or if there is evidence that the permit holder cannot safely operate the motorized golf cart or mini-truck on the designated roadways.

- (L) The City Council may suspend or revoke a vehicle permit granted hereunder upon a finding that the owner thereof has violated any of the provisions of this section or Minn. Stat., ch. 169, as it may be amended from time to time.
- (M) Authorized city staff may operate city owned motorized golf carts and mini-trucks without obtaining a permit within the city on city streets, sidewalks, trails, rights-of-way, and public property when conducting city business.
- (N) Mini-truck equipment requirements:
 - (1) A mini-truck may be operated under permit on designated roadways if it is equipped with all of the following:
 - (a) At least two headlamps.
 - (b) At least two tail lamps.
 - (c) Front and rear turn-signal lamps.
 - (d) An exterior mirror mounted on the driver's side of the vehicle and either an exterior mirror mounted on the passenger's side of the vehicle or an interior mirror.
 - (e) A windshield.
 - (f) A seat belt for the driver and front passenger.
 - (g) A parking brake.

SECTION 6: OPERATION OF ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES.

- (A) ***ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE*** means a self-balancing device with two non-tandem wheels, designed to transport not more than one person, and operated by an electric propulsion system that limits the maximum speed of the device to 15 miles per hour.
- (B) Except as otherwise provided by law, a person operating an electric personal assistive mobility device has the rights and responsibilities of a pedestrian.
- (C) ***Operation.***
 - (1) An electric personal assistive mobility device may be operated on a bicycle path.
 - (2) No person may operate an electric personal assistive mobility device on a roadway, sidewalk, or bicycle path at a rate of speed that is not reasonable and prudent under the conditions. Every person operating an electric personal assistive mobility device on a roadway, sidewalk, or bicycle path is responsible for becoming and remaining aware of the actual and potential hazards then existing on the roadway or sidewalk and must use due care in operating the device.

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- (3) An electric personal assistive mobility device may be operated on a roadway only under the following circumstances:
 - (a) While making a direct crossing of a roadway in a marked or unmarked crosswalk.
 - (b) Where no sidewalk is available.
 - (c) Where a sidewalk is so obstructed as to prevent safe use.
 - (d) When so directed by a traffic control device or by a peace officer.
 - (e) Temporarily in order to gain access to a motor vehicle.
 - (f) As provided in division (7) below by Council resolution.
- (4) An electric personal assistive mobility device may not be operated at any time on a roadway with a speed limit of more than 35 miles per hour except to make a direct crossing of the roadway in a marked crosswalk.
- (5) An electric personal assistive mobility device may not be operated at any time while carrying more than one person.
- (6) *Designated exclusive city streets.* The City Council may, by resolution, designate exclusive city streets within its jurisdiction where the operation of electric personal assistive mobility devices is not permitted, provided that any street so designated has a speed limit of more than 35 miles per hour.
- (7) A person operating an electric personal assistive mobility device on a sidewalk must yield the right-of-way to pedestrians at all times. A person operating an electric personal assistive mobility device on a bicycle path must yield the right-of-way to bicycles at all times.
- (8) An electric personal assistive mobility device may not be operated unless the device bears reflectorized material on the front, back, and wheels, visible at night from 600 feet when illuminated by the lower beams of headlamps of a motor vehicle.

SECTION 7: MOTORIZED FOOT SCOOTERS

- (A) ***MOTORIZED FOOT SCOOTER*** means a device with handlebars designed to be stood or sat upon by the operator, and powered by an internal combustion engine or electric motor that is capable of propelling the device with or without human propulsion, and that has no more than two 12-inch or smaller diameter wheels and has an engine or motor that is capable of a maximum speed of 15 miles per hour on a flat surface with not more than 1 percent grade in any direction when the motor is engaged. An electric personal assistive mobility device, a motorized bicycle, an electric-assisted bicycle, or a motorcycle is not a motorized foot scooter.
- (B) Operation of a motorized foot scooter on city bicycle paths, bicycle lanes, bicycle trails, or bikeways is prohibited except as provided in division (C) below.

- (C) The City Council may, by resolution, designate specific bicycle paths, bicycle lanes, bicycle trails, or bikeways as available for use by motorized foot scooters.
- (D) Every person operating a motorized foot scooter shall have all rights and duties applicable to the operator of a bicycle, except in respect to those provisions relating expressly to motorized foot scooters and in respect to those provisions of law that by their nature cannot reasonably be applied to motorized foot scooters.
- (E) No person may operate a motorized foot scooter upon a sidewalk, except when necessary to enter or leave adjacent property. No person may operate a motorized foot scooter that is carrying any person other than the operator.
- (F) No person under the age of 12 years may operate a motorized foot scooter.
- (G) No person under the age of 18 years may operate a motorized foot scooter without wearing properly fitted and fastened protective headgear that complies with standards established by the commissioner of Public Safety.
- (H) A motorized foot scooter must be equipped with a headlight and a taillight that comply with standards established by the commissioner of Public Safety if the vehicle is operated under conditions when vehicle lights are required by law.
- (I) A person operating a motorized foot scooter on a roadway shall ride as close as practicable to the right-hand curb or edge of the roadway, except in the following situations:
 - (1) When overtaking and passing another vehicle proceeding in the same direction.
 - (2) When preparing for a left turn, in which case the operator shall stop and dismount at the right-hand curb or right edge of the roadway, and shall complete the turn by crossing the roadway on foot, subject to restrictions placed by law on pedestrians.
 - (3) When reasonably necessary to avoid impediments or conditions that make it unsafe to continue along the right-hand curb or edge, including, but not limited to, fixed or moving objects, vehicles, bicycles, pedestrians, animals, surface hazards, or narrow lanes.

SECTION 8: MEDIUM-SPEED ELECTRIC VEHICLES AND NEIGHBORHOOD ELECTRIC VEHICLES

(A) Definitions.

- (1) **MEDIUM SPEED ELECTRIC VEHICLE** means an electrically powered four-wheeled motor vehicle, equipped with a roll cage or crushproof body design, that can attain a maximum speed of 35 miles per hour on a paved level surface, is fully enclosed and has at least one door for entry, has a wheelbase of 40 inches or greater and a wheel diameter of 10 inches or greater, and except with respect to maximum speed, otherwise meets or exceeds regulations in the Code of Federal Regulations, title 49, section 571.500, and successor requirements.

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(2) **NEIGHBORHOOD ELECTRIC VEHICLE** means an electrically powered motor vehicle that has four wheels, and has a speed attainable in one mile of at least 20 miles per hour, but not more than 25 miles per hour on a paved level surface.

- (A) Operation of neighborhood electric vehicles on city streets is prohibited except as provided in (C) below.
- (C) *Use on designated roadways.* Use of neighborhood electric vehicles or medium-speed electric vehicles is permissible upon designated roadways, provided that no street so designated has a speed limit of more than 35 miles per hour.
- (D) A neighborhood electric vehicle or a medium-speed electric vehicle may be operated on public streets and highways only if it meets all equipment and vehicle safety requirements in Code of Federal Regulations, title 49, section 571.500, as it may be amended from time to time.
- (D) Authorized city staff may operate city owned neighborhood electric vehicles and medium-speed electric vehicles within the city on city streets, sidewalks, trails, rights-of-way, and public property when conducting city business.

SECTION 9: ATVS, UTVS, SNOWMOBILES AND OTHER VEHICLES NOT ALREADY CONTROLLED OR REGULATED

(A) Operation by minors:

- (1) It is a violation for any person under the age of fourteen (14) years to operate a snowmobile, ATV, UTV, or other vehicle or means of transportation not licensed for Minnesota streets or highways on streets or other public property in the City of Paynesville.
- (2) A person fourteen (14) years of age or older, but less than eighteen (18) years of age, may operate a snowmobile, ATV, UTV, or other vehicle or means of transportation not licensed for Minnesota Streets and highways on the streets of the City of Paynesville if he/she has in his immediate possession a valid driver license, permit, or certificate for the operation of said snowmobile, ATV, UTV, or other vehicle or means of transportation.

(B) General Operation:

- (1) Notwithstanding any provision in the Minnesota Statutes to the contrary, it is unlawful for any person to operate a snowmobile, ATV, UTV, or other vehicle in excess of fifteen (15) miles per hour.
- (2) Operation of such vehicles shall be limited to passing through the City of Paynesville and for residents of the City, shall be limited to going in a direct line to an out-of-town destination, or returning to the place of residence or place of housing within the city.
- (3) Operation of such a vehicle shall be restricted to the city streets only, except and provided in subdivision 6.

- (4) It is unlawful for any person to operate a snowmobile, ATV, UTV, or other vehicle or means of transportation on private property of another without the permission of the owner or occupants thereof.
- (5) Snowmobile, ATV, UTV, or other vehicle or means of transportation shall yield to all other vehicles and traffic including pedestrians at all intersections and shall abide by all signs governing the operation of motor vehicles within the City of Paynesville.
- (6) ATVS and UTVS may be used within the city for the purpose of agricultural use or snow removal. Under all circumstances, the operator must abide by the other provisions of this ordinance and state statute.
- (7) It is unlawful to tow or pull any person or object behind a snowmobile, ATV, UTV, or other vehicle that is not designed for that purpose.

SECTION 10. PENALTY.

Any person convicted of violating any provision of this ordinance is guilty of a misdemeanor and shall be punished by a fine not to exceed one thousand dollars (\$1,000.00) or imprisonment for not more than ninety (90) days, or both, plus the costs of prosecution in either case.

SECTION 11: SEVERABILITY.

If any provision of this ordinance is found to be invalid for any reason by a court of competent jurisdiction, the validity of the remaining provisions shall not be affected.

SECTION 12: EFFECTIVE DATE.

This ordinance becomes effective on the date of its publication, or upon the publication of a summary of the ordinance as provided by Minn. Stat., § 412.191, subd. 4, as it may be amended from time to time, which meets the requirements of Minn. Stat. § 331A.01, subd. 10, as it may be amended from time to time.

Passed by the Council this _____ day of _____, _____.

By:

Attested:

Mayor

City Clerk

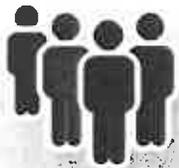
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Alert. Inform. Affect Lives.

Proposal presented to

Paynesville, Minnesota
on September 18, 2014.



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audience**



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CodeRED leads to safe return of infant

GALLOWAY, NJ JULY 3, 2014

A CodeRED notification led to the safe return of a baby whose non-custodial parent took her. Police received a report of a 15-month-old infant taken against court order by her non-custodial parent. The notification was issued with the vehicle information and a picture of the suspect and the child. Within 15 minutes of the CodeRED alert, a local resident and school board employee, Steve Bolli, recognized the suspect vehicle and called 9-1-1.

Police responded to the area and observed the suspect's vehicle and the child in the rear of the vehicle. Galloway Police ordered Firrincilli out of the vehicle unsuccessfully. Officer Ronald Gorneau then smashed the driver-side window of the vehicle and pulled Firrincilli from the car. Firrincilli was taken into custody and the child was safely removed from the rear passenger side by detectives.

www.GallowayCurrent.com



"CodeRED system is key" in alerting residents of virus carrying mosquitoes

PITTSFIELD, MA JUNE 13, 2014

The 2014 season for mosquito surveillance and control officially started in Pittsfield, Mass., prompting the Berkshire County Mosquito Control Program to keep continual watch on the mosquito population in Berkshire County.

By monitoring the larvae and adult mosquito population, BCMCP was able to confirm the presence of two mosquito borne viruses, West Nile Virus and Eastern Equine Encephalitis. Once a virus was detected, spraying began in that targeted area.

Mayor Daniel Bianchi said the use of the CodeRED system was key to notifying residents of any spraying. Once the Board of Health approved a spray, residents in the targeted area got a phone call informing them of the detected virus and the plan in place to address the mosquitos.



Wildfire updates sent through CodeRED to keep residents safe and informed

COCONINO, AZ JUNE 17, 2014

A wildfire started in Coconino County from a downed power line and burned 12 acres in Oak Creek Canyon. Coconino County Emergency Management issued a CodeRED alert for the fire, advising residents to be ready to evacuate if necessary.

CodeRED alerts were issued throughout the afternoon to keep residents informed of the progress of the fire and if evacuation was necessary. Some residents in the immediate area were evacuated by Coconino County Sheriff's Office deputies going door to door; however, the CodeRED alert did not make a mandatory evacuation.



County residents "praising the fact they were notified about the severe weather"

APPLE CLINTON, IL JUNE 5, 2014

A severe storm passed through Clinton overnight, triggering a tornado warning and CodeRED weather alert. Several residents reported receiving the warning and waiting out the storm in their basements.

According to Ernie Goetsch, a meteorologist with the National Weather Service in Lincoln, overnight storms of that intensity are somewhat unusual.

DeWitt County Sheriff Jered Shofner said residents were praising the fact that they were notified of the severity of the weather, even though there was little damage.



CodeRED alert issued after suspect fires shots at resident

FRANKLIN, NC AUGUST 4, 2014

Franklin Police were looking for a suspect that fired gun shots at a resident. The resident said he thought he heard gun shots, so he went out behind his house and saw someone walking down the driveway of the Church of God. He told them to wait right there, but then the suspect fired two more rounds at him behind his house.

County 911 issued a CodeRED alert within a two mile radius of the scene as a safety measure. The alert asked residents to remain in their homes and to lock all doors and windows.



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Emergency Communications Network

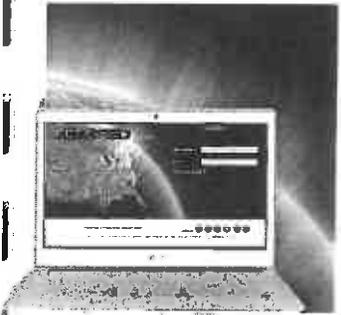
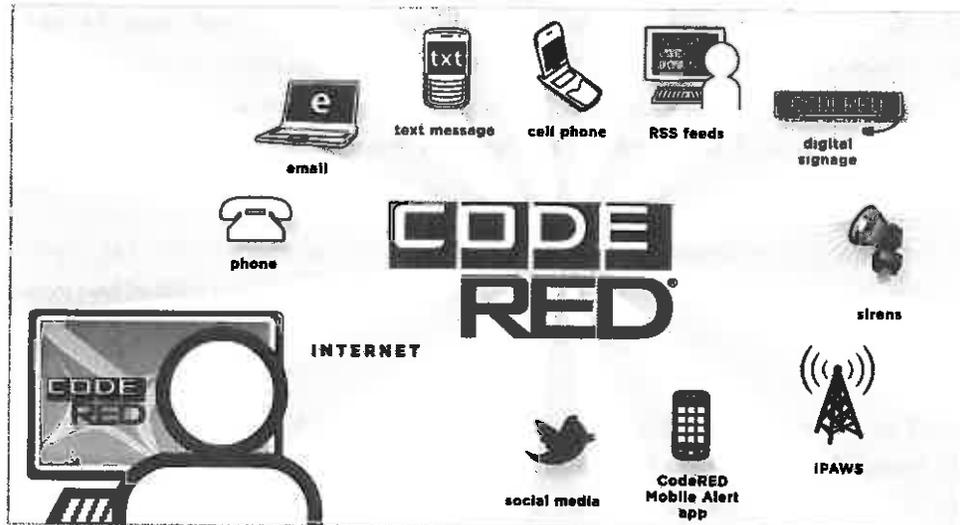
Emergency Communications Network, LLC (ECN) has developed affordable notification services capable of reaching thousands of citizens in minutes. ECN has been in the critical communications business for over a decade, pioneering technology that has delivered more than a billion messages.

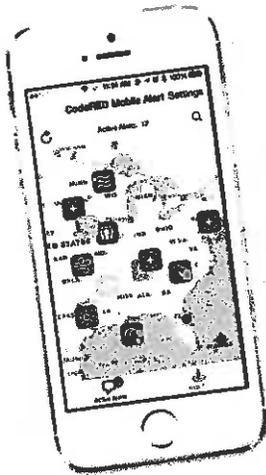
ECN's Web-based product suite features three hosted solutions for municipalities:

- **CodeRED®** for community and staff notifications
- **CodeRED Weather Warning™** for automated severe weather alerts
- **MyDailyCall™** for checking on at risk individuals

CodeRED

The CodeRED solution was designed specifically to enable local government officials to record, send and track personalized voice, email, text and social media messages to citizens as well as staff. ECN employs proprietary mapping technology and patented delivery methods as integral components of its high-speed notification system which has been in operation since 1998.





CodeRED Mobile Alert app

This latest innovation in the public safety arena answers the question asked by Emergency Managers nationwide, how do we communicate with people in our jurisdiction who do not reside there, by providing a location based method to deliver CodeRED initiated messages. The app is geo-aware and sends push notifications to the subscriber's device when alerts are issued for the area they are in. This advanced technology enables local officials to reach those passing through their jurisdiction and also protects citizens when traveling outside their local coverage area in any community that uses CodeRED.

Simple implementation. The CodeRED system is operational right now and is ready for use today. With no equipment to install nor phone lines to add, authorized users simply login to the CodeRED system with their password to begin. An initial calling database and local maps are provided by ECN and are instantly available to enable users to easily target residents and businesses by specified area.



select audience

Ease of use. The CodeRED system was designed to be easy to use even under the most strenuous of conditions. Expecting use under pressure, ECN built the feature rich interface with a simple three step process to initiate critical communications. Messages may be launched by authorized users via telephone or the Internet, from anywhere at any time.



record

Training and refresher courses are regularly provided via web seminar to ensure staff is always comfortable with the system and confident in their ability to launch a notification.



launch

Live client support. Available 24/7/365, the Client Support Department at ECN staffed by poised individuals thoroughly trained on all aspects of the CodeRED system. In addition to handling inbound inquiries, the team monitors system activity as well as weather and other news feeds to stay on top of developing situations, and when appropriate, they reach out to clients to provide suggestions and support for system use.



notify



15



Technology. ECN's robust platform and sophisticated infrastructure include multiple built-in redundancies to support thousands of jobs running simultaneously.

Proprietary, trademarked technology is used to ensure messages are delivered in their entirety whether the call is picked up live by a person or an answering device. If a call is missed, message recipients may simply dial the system back, toll-free, to hear the last message delivered to their phone. This Universal ANI® feature is not only a convenience for notification recipients, but also serves clients as it relieves inbound calling pressure on often overworked emergency lines.

Further, ECN manages its entire network to maintain control over dialing and doesn't rely on third party, shared lines to place calls. This dedicated network ensures client jobs launch immediately and do not have to be queued or compete for available phone lines with other dialing priorities. And by eliminating dependence on third party Service Level Agreements (SLAs), an entire layer of potential failure is removed.

Speed. ECN's massive system capacity is able to transmit millions of messages an hour. Each account is throttled and system resources are allocated to match local telephone infrastructure, resulting in more connected calls, less network congestion and fewer busy signals. The CodeRED system was built for use during time-sensitive situations, when what matters most is communications getting through as quickly as possible.

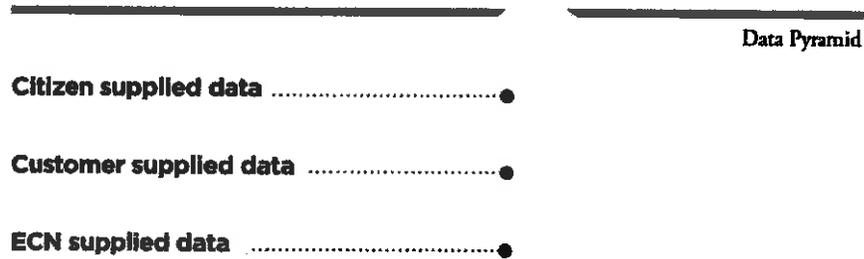
Mapping. For use when messages need to be geographically targeted, the Web-based mapping interface, written by ECN, is both intuitive and easy to use. CodeRED utilizes ESRI mapping as a foundation and has created area selection tools that range from polygons to simple paint brush tools, allowing users to quickly become familiar with the map's features. ECN hosts all components of the mapping interface, relying on no third party providers.



ECN includes local mapping with the license of CodeRED, and additionally has the ability to provide custom maps by using client supplied GIS layers, or by integrating client supplied street layer mapping to the ESRI foundation. With CodeRED there is no requirement for client communities to purchase GIS software and also no need to utilize internal resources to host, maintain or update maps.



Calling data. Each client accesses a database which is populated by drawing from multiple sources. All compiled data is verified and addresses are assigned lat/long coordinates by ECN's custom multi-layer geo-coding service.



ECN provides initial calling data for immediate use; this allows communities to be up on CodeRED quickly. Data is acquired through various commercial sources and includes residential and business data as well as some mobile phones and VoIP numbers. This data is provided at no additional cost and serves as the foundation for each client's database.

The middle data tier is supplied by the client. Communities using CodeRED typically provide data from their local utilities as well as their 911 data. ECN geo-codes all client supplied data as part of the database building process.

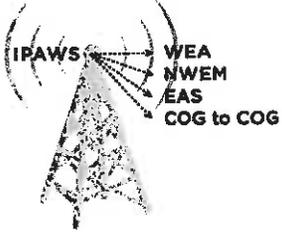
And finally, the most accurate layer of the pyramid is created by entries on the Community Notification Enrollment (CNE) page. ECN provides a custom Web page for each community that allows residents and businesses to directly submit additional calling data, text and email addresses, as well as TDD/TTY requirements to further populate the database. All information added to CNE is instantly available for use in CodeRED.

Validata®. The CodeRED database is scrubbed using the unique Validata process, numbers that cannot be confirmed as valid are removed to create a cleaner, more efficient calling list.

Internal use. The CodeRED system enables users to easily import data groups with up to eight points of contact including text and email addresses. ECN developed this multi-channel approach to internal communications as a way to ensure message consistency for first responder notifications, critical incident call outs and official comment direction. With a few clicks of the mouse multiple groups, an individual group, or specific group members can



quickly be contacted. Users select the best way to send alerts and can then verify that the information was delivered rapidly and accurately.



Integrated Public Alert and Warning System (IPAWS). ECN, the first vendor to successfully submit a job into the IPAWS program, has developed a Message Origination application within CodeRED for launching IPAWS messages. This functionality is made available to individuals who are authorized to use IPAWS and opens up a new communication channel as an Alert Disseminator in support of the FEMA program. (fee associated)

Affordability. ECN has priced its CodeRED solution to be cost-effective. There are no set-up fees to pay, no equipment to buy, no phone lines to lease and no annual maintenance is required. System time, training and support, initial calling database, mapping, integration of client supplied data and database clean-up are all included.

ECN's pricing structure is calculated based on population and is designed to be FEMA friendly to help communities qualify for reimbursement when eligible.



Currently used every day by clients from coast to coast. To find out why the CodeRED high-speed notification solution is selected by your colleagues time and again, we would be pleased to provide a list of clients who use CodeRED, you can hear directly from them the advantages of the system.



Cost Proposal (PRICING GOOD FOR 90 DAYS FROM 9/18/2014)

The Web-based CodeRED® service, from Emergency Communications Network LLC (ECN), was designed specifically to enable clients to rapidly record, send and track personalized voice, email, text and social media messages. The dedicated, triple redundant network and patented delivery methods employed by ECN add to the value of this affordable, high-speed notification system that has been in operation since 1998 and is currently used every day by clients from coast to coast.

A one (1) year license includes 24/7/365 uninterrupted CodeRED system access and the following

- CodeRED system set-up and training
- Unlimited CodeRED mobile alert app notifications
- Unlimited voice messages
- Unlimited text and email notifications
- Unlimited social media notifications
- Unlimited RSS website feed notifications
- Initial residential and business calling database supplied by ECN
- Integration and geo-coding of customer supplied data (911 data, utility data, etc.)
- ECN standard mapping and geo-coding
- Complimentary system time for testing and training
- Design and hosting of custom web page for community enrollment

\$2,500 = Annual Cost

(based on population of 2,400)

A further discount may be obtained by committing to an extended contract term.

\$625 = Estimated Oct 1, 2014 – Dec 31, 2014 pro-rated cost

Thank you for the opportunity to present CodeRED and submit this cost proposal. If you have any questions, please feel free to contact me.

BRIAN CHOYKA REGIONAL SALES MANAGER

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